

**Attention Elks**  
 Don't go to dot Lauter Bach Fest without one of our  
**STEINS**  
 We have all kinds and sizes to fit any mouth at any old price.  
**ROSS, HIGGINS & Co.**  
 WE SELL CHASE & SANBORN'S BOSTON COFFEES.

**LOCAL BREVITIES.**

Mrs. Tilda Anderson, massage, 1470 Grand Avenue. Given either at home or will call.

The family restaurant of Astoria is recognized as the Hess restaurant. The best meals and the best service in Astoria. 120 Eleventh street.

The Palace Catering company's dining-room is again open under the same management. Everything first class. Cuisine and service unexcelled. Private dining-room for ladies.

Wuori & Akerman, taxidermists, mattress makers, furniture upholstering, harness repairing, carpet cleaning and laying. Ninth street.

**TO PORTLAND \$2.25.**

The O. R. & N. company will continue to sell tickets until October 15th from Astoria to Portland and return for \$2.25, good returning until October 31, 1905.

**Enjoy Columbia River Scenes**

On the decks of the fast steamer Telegraph, leaving Callender dock, Astoria, for Portland, daily, except Friday, at 2 P. M. Sundays, at 2:30 P. M. You reach Portland in ample time for a stroll or for an evening's visit at your friend's home.

**TWENTY-FIVE DOLLARS REWARD.**

A reward of \$25.00 will be paid for the recovery of the body of Arthur King Josephson, who was accidentally drowned Sunday, September 24th.  
 THEODORE JOSEPHSON.

We are receiving large shipments of

**The Choicest Cabbage Grown**

Leave us your orders for same when buying cabbage for kraut.

Another shipment of fine

**Concord Grapes**

just in.

**JOHNSON BROS., GOOD GOODS**  
 118-122 Twelfth St., Astoria.

**FURNITURE HOUSE FURNISHINGS**  
 Come and see us before It's too late  
**We are Offering Furniture Bargains**  
 Never Before Heard of in This City  
 Before moving into our new store building you can get a big discount on every purchase. We are offering this special inducement in order to save moving the stock. We also offer you a selection from the largest stock of furniture in the city. A call will convince you.  
**CHAS. HEILBORN & CO. COMPLETE HOUSE FURNISHERS.**

**WATER FRONT NEWS**

**Oceano's Captain Protests Against His \$5,000 Fine.**

**LOG-RAFT STILL AGROUND**

**Steamer Eclipse Condemned by the Inspectors—Flight From Lower Bay Anchorage—Days Doings Among All Sorts and Conditions of Craft.**

The steamer W. H. Kruger arrived in from San Francisco yesterday, in good season to join in the big haul on the sea raft stranded in Young's Bay, after which futile effort, she took her way to Portland.

The steamer Czarina came in from San Francisco yesterday, in ballast, and proceeded to Portland.

The Telegraph came down from Portland through the rain yesterday with 100 people and went up again with 32 at 2 p. m.

Another big effort was made yesterday afternoon, on the run of the flood tide, to get the sea raft off the sands in Young's Bay, but it was as futile as the work done on Sunday. The steamers Leggett, W. H. Kruger, Columbine, Samson, Astoria, (from Shoal Water Bay) and Melville were in the pull, but the combined cinch did not move it an inch channel-ward. It is now proposed to dredge alongside the unwieldy mass and try to slip her in the stream, and if this is not successful, there is nothing to do but wait for the big tides of the 28th, 29th and 30th of the present month for another mighty tow. If that fails, she is a victim of the sands, unless she is broken up and rafted back to the cribs at Stella, where she was framed up.

After 17 years of faithful service on this bay and river and adjacent waters, the Callender Navigation company's tug Eclipse was condemned yesterday by the federal inspectors of boilers and engines, Fuller and Edward. Her commander and builder, Captain Skibbe, was loth to see the old vessel put out of business. Her engines will be taken from her and she will go to the boneyard. Captain Skibbe has not yet been assigned to a command by the company, but it is thought he will be placed on the tug Cruiser.

The tug Melville hauled the last fragment of the hull of the old steamer "O. K." into channel way at high tide yesterday afternoon, and committed her to the mercy of the ebb tide that it was hoped would carry her out to sea and oblivion.

The schooners Alexander and Repeat got to sea, from their lower bay anchorage yesterday.

The bark Star of Bengal went over the bar yesterday.

The Thistle will pass out to sea today if things are favorable.

The steamship Columbia is due at the O. R. & N. dock tomorrow on her way to San Francisco.

The steamship St. Paul will dock here en route to Portland, early on Friday next.

The towing steamer Harvest Queen came down with the barkentine Amelia yesterday afternoon, late.

The Lurline went up on time last evening with the following Portland bound people: Mrs. D. B. Harris, Mrs. R. L. Wallace, J. R. Hamman, W. J. Ree, Capt. Burkholder, A. R. Wiley, Miss M. Kumban, Miss Hazel White, and N. C. Hanson.

Captain F. W. Davies of the steamship Oceano, recently on the bar opposite this city, and now in the Portland dry-dock, has filed the following protest against the vessel and her owners, for having irregular bills of health on entering this port from Shanghai: (The fine was levied at the custom house in this city.)

I, F. W. Davies, master of the British steamship, Oceano, of Glasgow, declare that the Oceano was at Shanghai in the middle of August; that I received a cable from the owners instructing me to proceed to Kutchinitzo, Japan, for bunker coals and there to await orders. I left Shanghai some days later and arrived at Kutchinitzo, and there

received orders to proceed to Portland, Oregon. I have always had strict orders to attend to the bills of health when proceeding to a United States port. I found there was no U. S. consul at Kutchinitzo. The bay at that port being exposed I did not dare to leave my vessel to proceed to Nagasaki; I therefore sent to the U. S. consul at Nagasaki for a bill of health, which was paid for.

I did my best to conform to the U. S. laws, detaining my steamer for eight hours for the bill of health. I had no intention to break any laws of the United States nor to treat them with contempt, nor was it by any carelessness on my part that the bills of health were not up to the requirements of the honorable collector of customs at Astoria, but solely owing to the act of the U. S. consul officers certifying to a Japanese bill of health instead of sending me a U. S. bill of health, as requested.

"I therefore respectfully protest as to the fine of \$5000 being levied by the collector of customs against the Oceano and her owners, and most respectfully petition that the fine be remitted."

San Francisco, Oct. 2.—The steamer Santa Barbara, which went on the rocks at Delmar, about 90 miles north of Golden Gate yesterday, is being towed to this port by the steamer Pomo. She is heavily waterlogged.

**FAMOUS EXPERT HERE.**

**Government Mineralogist David T. Day at Seaside to Verify Sand Samples**

Dr. David T. Day, the government expert in minerals, who has become famous by his discovery of the wonderful values hidden in the sands of the coast contiguous to this city, is now at Seaside, where he will select samples of beach sand, at given localities from which the original specimens were taken and sent to him for analysis, in order to establish their authenticity by a re-analysis; not in contravention of the statements of those who sent them in, but in strict confirmation of his own findings and to put the question he has raised beyond all future controversy. He is working his way up the beach to the mouth of the Columbia river and will finish his researches in a few days and return to Astoria and to his post in Portland.

Following is the report of the scientist already submitted to the world and this will be supplemented by a further and more extended report at the close of the new professional scrutiny:

"The following results have been obtained by concentrating the black sands: Forty pounds of black sand, received from Placer, Josephine county, Ore., yielded oversize on 10-mesh screen, 18 pounds 9 ounces, which yielded 13,754 grams of gold nuggets. The undersize through a 10-mesh screen weighing 21 pounds 5 ounces, yielded 11.6 grams of nugget gold. Its total weight being 25.354 grams, the gold would be worth, if pure, \$16.84, giving a value per ton of \$842.

Another interesting run of the black sands was from the residue of a clean-up of dredging operations from Rock Point, Ore., weighing 468.6 pounds, containing quick-silver, amalgam and gold. The oversize through 10-mesh screen was 223 1-2 pounds, and yielded 3,992 grams of gold; he undersize was 243 pounds, and gave 15,270 grams of gold, making a total yield of nugget gold 19,262 grams. This, if pure, would be worth \$34.20 per ton.

Sea sand taken from near Fort Stevens, Oregon, near the mouth of the Columbia river, yielded results as follows, in pounds per ton of 2000 pounds, on one of the concentrating tables supplemented by the magnetic machine and by panning the samples.

MINERAL	In the lot fed, pounds per ton	In No. 1 concentrate, pounds per ton	In the tailings, pounds per ton
Magnetite	1083.00	572.00	44.00
Ilmenite (a)	163.00	150.00	9.44
Garnet	227.00	61.50	29.00
Monazite	.85	.36	.42
Zircon	5.32	4.91	.01
Quartz	228.00	.97	2.86
Other minerals (b) gold and platinum (c)	483.00	5.71	5.71

(a) This product may prove by analysis to be mainly ilmenite.  
 (b) This product includes all the minerals that could not be separated into distinct groups.  
 (c) A satisfactory figure for publication has not yet been obtained.

Feel tired, no appetite, cannot sleep, work or eat! That's tiredness and will disappear at once if you take Höllster's Rocky Mountain Tea this month. 35 cents, Tea or Tablets. For sale by Frank Hart.

Morning Astorian 75 cents a month.

**FOUR QUESTIONS UP**

**Chamber of Commerce of Astoria Answers Them All.**

**MEETING HELD LAST NIGHT**

**Interesting Discussion on the Black Sand Discoveries of Dr. David T. Day—Business Men of the City in Monthly Conference.**

The Chamber of Commerce of this city held its regular monthly session at the rooms 321 Bond street, at 7:30 o'clock last evening, there being quite a representative group of business men in attendance. President J. W. Welch, presided and Secretary Higgins was in charge of the records:

Among the communications was the following which will explain itself as it is read, and it is probable that the manner in which it was disposed of by President Welch, at the instance of the members present, will find endorsement throughout the city:

Newark, N. J., Sept. 11, 1905.

My dear sir:—In his last annual message President Roosevelt called the attention of Congress to the necessity for federal legislation providing for the regulation and control of insurance companies transacting interstate and international business. In compliance with an increasing demand from insurance policy holders, and others interested in the public welfare, I introduced into the last Congress a bill to this effect, providing that there should be established within the bureau of corporations a division of insurance, and that policies of insurance were deemed to be articles of commerce and instrumentalities thereof. The bill was introduced to late to secure final consideration, but the demand for such a measure has become even more apparent in the meantime, and I expect to reintroduce the same, possibly with slight modifications, into the congress which is to meet in December.

The bill will be introduced on behalf of the policy holders of all American insurance companies, in the firm belief that their present and future interests demand the additional protection of a federal statute regulating insurance transactions between the states, in addition, of course, to such supervision and regulation as constitutionally belongs to the states from which the companies derive their charters. Furthermore, thus by eliminating a considerable amount of needless state supervision the following important benefits are expected to result:

1. An increase in the security of the policy holders.
2. A decrease in the expense rate and the cost of insurance.
3. A decrease in the burden of needless taxation.
4. A decrease in the amount of clerical labor now indispensable to meet the requirements of some 50 states and territories.
5. The stamping out of fraudulent insurance enterprises.
6. Adequate national protection for American companies transacting business in foreign countries.

Since thus far interstate insurance transactions have not been brought within the scope of congressional action, I desire to secure an expression of views from the interests affected by such a measure, and I, therefore, take the liberty of troubling you with a few questions to which I would like to have you reply either yes or no, as the case may be, together with any additional comments of your own which you may wish to make upon the matter.

If entirely convenient, kindly fill in and return to me the attached blank in the enclosed stamped envelope and accept in advance my sincere thanks for

your courtesy and co-operation in my effort to secure a comprehensive expression of qualified public opinion upon a matter vitally affecting the welfare of the American people.

I am, very truly yours,  
 JOHN F. DRYDEN,

E. W. TALLANT, Pres.,  
 Chamber of Commerce, Astoria, Ore.  
 Federal Regulation of Insurance Companies.

Q.1. Do you endorse the suggestion of President Roosevelt, that insurance companies engaged in interstate insurance business should be regulated by and brought under the control of the federal government?  
 Yes.

Q.2. Do you hold the insurance business to be a national rather than a local interest, and properly entitled to the solicitude and care of the national government?  
 Yes.

Q.3. As a matter of personal opinion, do you hold the business of insurance to be commerce, or an integral and indispensable element of commerce, in the sense in which this term is used in everyday language?  
 Yes.

Q.4. Are you in any way apprehensive that it would be inexpedient or inadvisable to increase the power of the federal government to the extent implied in the regulation of insurance by congress?  
 No.

JAS. W. WELCH,  
 President Astoria Chamber of Commerce.

(Signed.)

From Chamber of Commerce, Astoria, Oregon.

(Please answer the four questions by a simple yes or No.)

After taking care of the foregoing important piece of business, the gentlemen present indulged in an animated discussion of the reported findings of Dr. D. T. Day, the government expert in minerals, as to the inherent value of the black sand found along this immediate coast, and which will be found in another column of this issue of the Astorian. The tendency of the informal talks had upon this vital scheme was of the extraordinary impulse to be given to local investments and exploitation of the sand, after Dr. Day's final solution of the problem and his ultimate determination of the exact values involved. It was very absorbing and interesting and continued until the moment of adjournment.

**Don't Borrow Trouble.**

It is a bad habit to borrow anything, but the worst thing you can possibly borrow, is trouble. When sick, sore, heavy, weary and worn-out by the pains and poisons of dyspepsia, biliousness, Bright's disease, and similar internal disorders, don't sit down and brood over your symptoms, but fly for relief to Electric Bitters. Here you will find sure and permanent forgetfulness of all your troubles, and your body will not be burdened by a load of debt disease. At Chas. Rogers' drug store. Price 50c. Guaranteed.

**Three Rules**

There is a rule in life to live by,

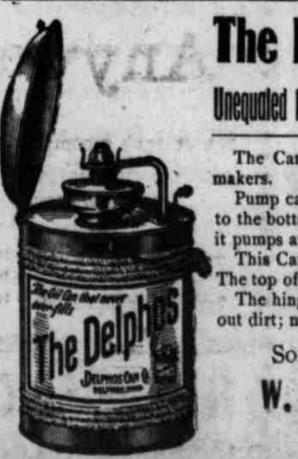
Also a rule of three to figure by

But when it comes to ladies' and gentlemen's tailoring

**Rule-of-3 is the Man**

**Roelofs**

Old Library Room, 125 11th Street.



**The Delphos**

Unequaled for Simplicity, Cleanliness and Durability

The Can is guaranteed satisfactory by the makers. Pump cannot get out of order; it is braced to the bottom of the Can; it will not wear out; it pumps any kind of oil. This Can is stronger than any Can made. The top of can is supported from below. The hinged cover conceals the pump; keeps out dirt; makes it the most attractive Can sold.

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